

MISSION NO. 1935

DATE 11-JUNE 44

TACTICAL MISSION FOLDER

Field Orders: _____
Briefing notes
Duty officer check list
Camera installations
Authorized admission lists
Formation chart

"Interrogation" forms
A/C returning early
Hot news

Flash report
Immediate action report
Final report
Flak
Sortie information
Maps & photos
Tabulation sheet.

RESTRICTED

AUTH 8th Ftr Comm

Ltr of 14SEPT1945

Date SEP 19 1945

J.O.S.

AUTHORIZED ADMISSIONCHECK NAMES OF INDIVIDUALS
PRESENT OTHER THAN CREW MEMBERS

ABBEY, Lt.
 BENNETT, Lt. Col.
 BOWMAN, Capt.
 CALLAHAN, Sgt.
 CLOUTER, Capt.
 CROSBY, Capt.
 DOUGLAS, Capt.
 EMERSON, Major
 FITZGERALD, Major
 FRYE, Capt.
 FULLER, Major
 GUNTERSALL, Capt.
 HARDY, Capt.
 HARRISON, Capt.
 HOWARD, Lt.
 IANNACONE, Capt.
 JEFFREY, Lt. Col.
 KIDD, Lt. Col.
 KINDER, Capt.
 LASH, Capt.
 MASON, Capt.
 MCCARTHY, Capt.
 MCGILL, Capt.
 MILLBURN, Lt.
 ORENSTEIN, Lt.
 PIKE, Lt.
 S-2 52/15-44

REEDER, Major
 ROSENTHAL, Capt.
 STOVER, Capt.
 TURNER, Lt. Col.
 WALLICH, Major
 WILLIAMS, M/Sgt.
 SPENCE, S/Sgt.
 SWARTOUT, Capt.
 VENTRIS, Capt.
 YOUNGS, Capt.
 ZELLER, Capt.

S-2 DUTY OFFICER Lt. WrightCapt. MackeseyLt. BaumanT/Sgt. Robert HagenbachSgt. CharltonSgt. HorakSgt. De Praz & Sgt. Clark

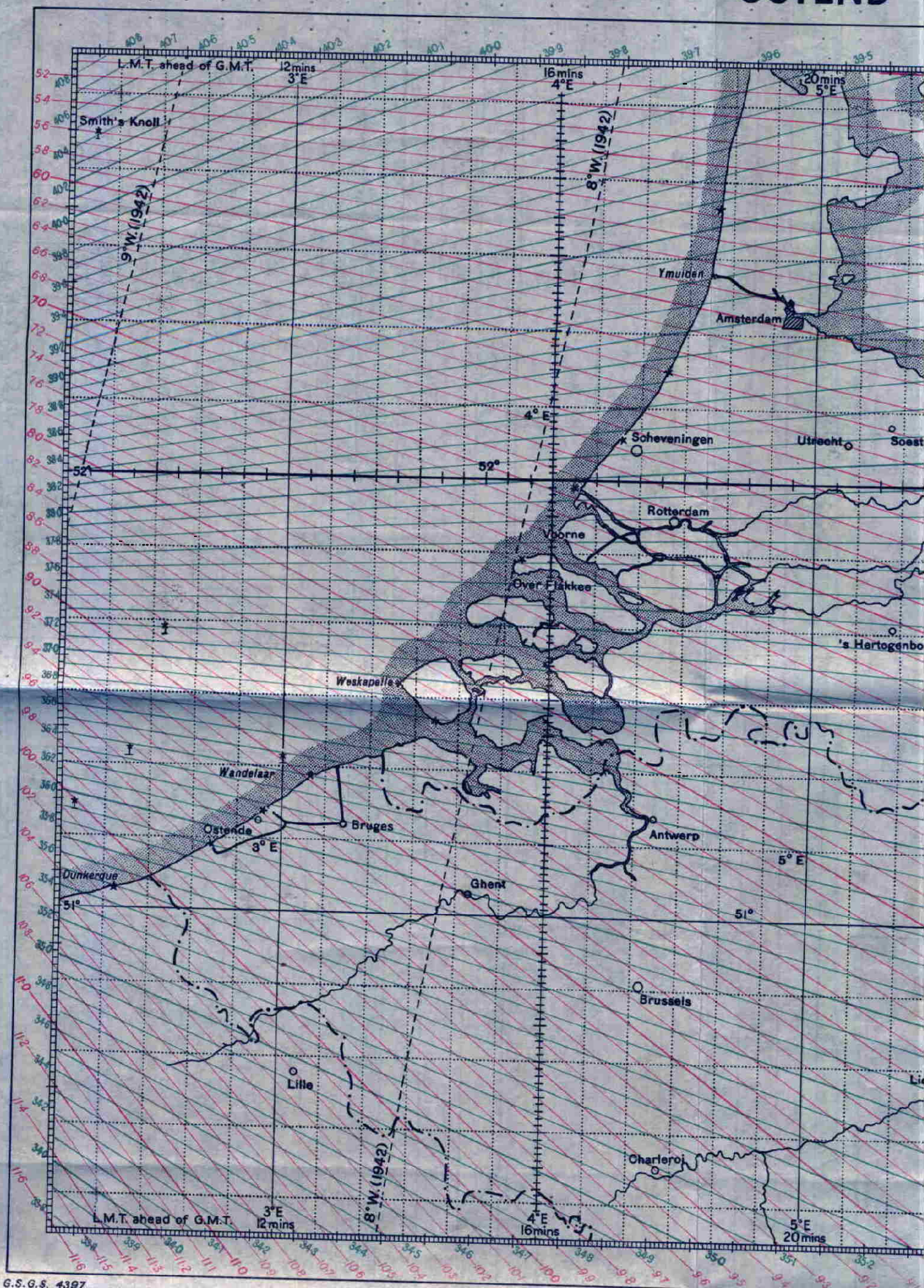
DUTY NAVIGATOR _____

DUTY BOMBARDIER _____

DATE OF BRIEFING _____

MINIATURE LATTICE SPECIAL SHEET

OSTEND-



G.S.G.S. 4397
2/83/6865

MERCATOR PROJECTION SCALE
HEIGHTS SHOWN

Handwritten notes and calculations at the bottom of the page:

607 - 7 - N 12 - 6 hours
 2 - N 5 - 12 hours
 1 - N 7 - 36 hours
 3 - N 8 - 72 hours
 5 - N 6 - 24 hours
 2 - N 5 - 12 hours
 9 - N 12 - 6 hours
 649 - 9 - N 12 - 6 hours

[illegible]

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

195.

INTOPS SUMMARY NO. 42

PERIOD: 0001 hours 11 June to 2400 hours 11 June 1944.

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>Losses</u>					<u>Total</u>
							<u>E/A</u>	<u>A/A</u>	<u>N/E</u>	<u>OT</u>		
Heavy Bomber Attacks	23	1055	940	614	1623	0-0-0A 0-0-0G	0	1	0	3		4
Fighter Escort	0	0	0	0	0	0-0-0A 0-0-0G	0	0	0	0		0
Fighter Sweeps	16	412	374	0	0	2-0-0A 0-0-0G	0	0	0	0		0
Fighter-Bombing	16	576	547	534	214	3-2-5A 0-C-1G	0	0	0	9		9
Photo Recon.	11	11	11	0	0	0-0-0	0	0	0	0		0
Weather Recon.	9	9	9	0	0	0-0-0	0	0	0	0		0
Special Operations	<u>11</u>	<u>11</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0-0-0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>		<u>0</u>
Totals	86	2074	1892	1148	1837	5-2-5A 0-0-1G	0	1	0	12		13

B. OPERATIONAL SUMMARY1. Bomber Attacks

A total of 1055 heavy bombers (471 B-17s and 584 B-24s) were dispatched to attack tactical targets in the Pas de Calais area, A/Fs in the Paris area and south of the beach-head, and railroad targets in Brittany and along the Loire Valley. Adverse weather conditions were of considerable disadvantage to this operation, making assembly difficult for many groups and causing several wings to abandon their mission. Seven assigned targets were not attacked principally due to poor weather, but a total of 614 bombers (311 B-17s and 303 B-24s) dropped 1,623 tons G.P. on 16 primaries and a scattering of T/O's with generally unobserved results. Two coastal batteries and an enemy headquarters in the Pas de Calais area were attacked through 10/10 undercast with the aid of PFF equipment. The headquarters in the Le Touquet Hotel was reported by fighter groups to be completely obliterated. Two combat wings were unable to attack assigned A/Fs immediately south of the beach-head area, but seven A/Fs north and east of Paris, (Bernay St. Martin, Conches, Greil, Beauvais/Nivilliers, Cormeilles en Vexin, Beaumont/Le Roger and Beaumont sur Oise) were attacked with PFF agencies being used in bombing the first four A/Fs and visual bombing effected on the last three. Dinard/Pleurduit A/F in the Brest Peninsula was also attacked with the aid of PFF equipment with unobserved results. Other formations successfully attacked railroad targets on the main Paris-Tours-Nantes line and branch line from Nantes northward through Brittany.

SECRET

S E C R E T

There was no enemy air opposition and flak was virtually nil. Three bombers were lost; one B-24 to AA, and two B-17s to unknown reasons. In addition, a B-17 crash-landed in England upon return with all crew members safe. Four B-17s and 11 B-24s suffered minor battle damage and two B-17s suffered major battle damage.

3. Fighter Sweeps and Area Patrols

374 a/c (143 P-38s, 87 P-47s and 144 P-51s) flew sorties as area patrols over the invasion area. Enemy air opposition was generally weak and our claims total 2-0-0 in the air for no losses. In addition, these groups strafed various ground targets, claiming two locomotives and 16 railroad cars, 4 trucks and 1 tank destroyed and 24 railroad cars and 1 tank damaged. Flak was generally light.

4. Fighter-Bombing

540 fighter-bombers (77 P-38s, 195 P-47s and 268 P-51s) were dispatched on 16 fighter-bomber missions and combination close escort and fighter-bomber missions. One group of 36 P-51s escorted B-26s and then bombed M/Ys containing oil tank cars and 150 other railroad cars and one bridge, securing hits on all. Other targets bombed and strafed were 12 barracks; 18 bridges, on 12 of which the results were good; 18 M/Ys, 4 with excellent results; 7 oil storage tanks, several of which were set on fire; one railroad tunnel which was badly damaged; a power station, railroad tracks at many points; transformer station; two railroad trestles; 30 plus trucks and staff cars; and many other flat cars and miscellaneous targets. Concentrations of rail traffic and road traffic were attacked from just east of the battle area to north and northwest of Paris, southwest of Paris, and in the vicinity of Rennes. During the day large damage was done by our fighters both to rail and road traffic, and the enemy movement of supplies and reinforcements was seriously impeded.

Enemy reaction to fighter-bomber operations was slight. Among the M/Ys and bridges attacked were: M/Ys and RR Targets- Nogent, Flers, Bernay, Conches, Dreux, Verneuil and Lisieux; Bridges - Belleville, Angers, Bohoard, Vannes, La Barre.

Total fighter-bomber claims were 3-2-6 as against losses of 3 P-38s, 1 P-47 and 5 P-51s (1 pilot on beach-head, 1 pilot ASN).

5. Photo Reconnaissance

11 a/c (9 P-51s, 2 A-19s) were dispatched, 6 on damaged assessment in Caen area, and A/F in NW France, 4 to photograph tunnel approaches in northern France, 1 to Italy. Due to weather only parts of some targets were covered, although other photographs were taken. One a/c intercepted over Lamy on way to target, flak and tracer fire noticed near tunnel at Venables at 50 feet. All a/c returned safely.

6. Weather Reconnaissance

9 a/c (5 B-17s, 4 Mosquitoes) were dispatched, 4 B-17s completed routine weather flights, 1 B-17 completed a local weather flight. 1 Mosquito on weather reconnaissance over invasion area, 3 Mosquitoes proceeded bomber divisions to check weather at their respective targets.

7. Special Operations

11 B-17s dropped leaflet bombs on French targets. All a/c returned safely.

S E C R E T

S E C R E TC. INTELLIGENCE1. Enemy Air Opposition

There was no enemy air opposition to the attacks of the heavy bombers. Opposition to the fighters and fighter-bombers was scattered and generally light. Only 23 s/e and one t/e e/a were seen in the air and two s/e and one t/e e/a were seen on the ground. One squadron of our fighters was bounced by six Me-109s at 0650 hours in the vicinity of 4VQ-8060. Four Me-109s were attacked at 4VQ-6505, 1700 hours. Two Me-109s and one unidentified t/e e/a were seen in the Paris area and 10 FW-190s were engaged at 4VN-3917 with claims of 3-2-5 resulting. An Me-410 was damaged at Nevilliers A/F.

Evidently a relatively small number of e/a were operating during the day. The enemy apparently still does not feel capable of effective interception of our bombers in the invasion area and is still more concerned with the movements of Allied fighters. In the five days of extensive heavy bomber operations since "D" Day, the enemy has shown as yet no real inclination to intercept our bombers.

2. Flak

Flak was generally meager and accurate. Predictor-type flak was reported at Aumale, Beauvais and Oisemont. Fairly accurate flak was reported over the target at Creil A/F. Two rockets were fired from the Cape Frehel area at 4842N-0220W. Meager and inaccurate flak was experienced over the target at Beaumont Le Roger A/F. Inaccurate flak at Granville and moderate inaccurate flak over the Guernsey Island. Intense light flak was experienced over the hospital at Calais.

3. ObservationsBomber Observations

Convoy of 30 trucks at 4853N-0133W, 0808 hours.
 3 stationary M/Vs south of Granville at 0810 hours.
 Radio tower 1000 feet high at 4934N-0043E.
 24 gas storage tanks (3 rows of 8) at 4912N-0110E.
 Motor park at 4928N-0032E.
 Heavy traffic going in northeasterly direction along road at 4915N-0045E.
 2 large tanks in ravine just south of Pecamp.
 25 fishing boats were seen at Chausey Island and 15 others off Granville at 0810 hours.
 An army camp seen with no signs of activity at 4938N-0032E.
 4 subs sighted: (1) at 4855N-0220W, 0815 hours, (2) at 4852N-0224W, 0821 hours, (3) at 4905N-0230W, (4) at 4850N-0155W, 0808 hours.
 100 to 150 vehicles parked on airfield at Poix between the western edge of the airfield and the taxi strip.
 50 to 75 s/e a/c parked on Beauvais/Tille A/F at southeast side on the grass.
 Considerable shipping in harbor (4850N-0325W) at 0952 hours.
 25 flat cars loaded with tanks moving into M/Y at Marseille-en-Beauvais (4935N-0156E) at 0844 hours. M/Y already contained 8 to 10 trains.
 Many trains lined up to get across Seine River to west at 4853N-0209E at 0742 hours.
 Many barges going west on Seine River on the outskirts of Paris (4858N-0205E) at 0740 hours.

S E C R E T

- 3 -

S E C R E T

Submarine heading 120 degrees at 4858N-0220W at 0837 hours.

Approximately 16 trucks or bulldozers repairing in field at Moyon Court at 4947N-0203E.

400 German foot-soldiers marching on highway towards Blois at Belles-Blois at 0800 hours.

Truck convoy going northwest - 52 half-ton trucks - on main highway from Chateauroux-Tours to Chatillon-sur-Seine at 0747 hours.

Two long trains on single track railroad going northwest between Vendome and St. Calais at 0814 hours.

30 to 40 trucks standing still on main highway between Romorantin and Blois at 0807 hours.

30 to 40 trucks standing still on road in village of Verenons (4913N-0134E) at 0806 hours.

Tanks seen on R.R. flat cars at Villetrun at 0824 hours.

Large amount of rolling stock at St. Calais (4754N-0045E) at 0826 hours.

4 naval vessels, type unknown, seen anchored in distance at 0723 hours at Boulogne harbor (5040N-0130E)

Fighter Observations

Targets 4/E/25 and 4/E/24 (hotels) observed to be totally obliterated.

30 plus trains observed at approximately 0740 hours moving from Torgnier to Beaumont.

6 long and about 8 small fuel tanks seen beside the river at 4VL-9036, 0926 hours.

60 plus goods wagons stationary at Challione 4VQ-3233 seen at 0900 hrs.

5 trains and many goods wagons seen in M/Ys at Lisieux 4VQ-5388, at 0910 hours.

18 barrage balloons at 500 feet protecting power plant at St. Cyr, 2VT-1847.

Large convoy seen assembling at 4VR-4474.

Large barge-like vessel seen at 0848 hours from 3,000 feet on the Seine moving north of 4VL-9920.

Train moving west at 4VM-5681 seen at 0850 hours, 4VM-5681, with 1 loco, 3 flat cars, 3 coaches and 5 tanks on flat cars.

Convoy of 30 barges seen at 0730 hours north of 4VR-3584, from 8000 ft.

Extensive Freya Radar Station seen at 4VR-3765, well defended by small arms with several 75-100 foot towers around.

Two trains of 20 cars each - one freight and one passenger - seen in M/Y at Nogent still intact. Coordinates, Chateauroux 4VV-8388.

Battery of 20 mm. flak but no e/a observed at Vernueil A/F at 4VR-0045.

3 loaded barges in Seine at 4VL-7524.

20-30 flat cars with tanks on them seen at 4VM-7138.

A/Fs in the Berck-Sur-Mer area all obstructed.

Camouflaged A/F seen 10 miles southeast of 4VM-8335.

Large concentration of boats seen in canal along coast north of Somme River.

Large amount of activity in M/Y at 4VM-5216.

S E C R E T

SECRET

30 cars seen on RR track between 4 VR-6727 and 4 VR-6723.
 Convoy of 60 trucks seen at 1 VY-3688 flying a white flag with red crosses.
 30 or 40 freight cars seen on siding 2 or 3 miles SE of St. Omer at VH-1554.
 Large barges seen at VM-0213 at 1431 hours anchored beside 6 large oil tanks.
 Train with 30 plus cars seen heading south at 4 VC-6818 at 1446 hours.
 Two trains stationary at 4VC-8778, 1440 hours.
 Hospital at Calais putting up intense light flak.
 50 box cars seen in M/Y at Le Havre, 4VL-5026.
 Large convoys (100 plus* putting up intense, inaccurate, light machine-gun and rifle fire.

4. Damage to Enemy Installations4/E/25 Le Touquet (Hotel) - Excellent Results.

Fighters observed the hotel to have been demolished.

Z-380 Corneilles en Vexin A/F - Excellent Results.

A pattern is seen across the north portion of the landing ground pot-holing the north-south runway. Another concentration is observed on the south dispersal side and the perimeter track.

Beauvais/Nevilliers A/F - Good to Excellent Results.

Three excellent concentrations of bursts are seen covering the south landing ground, pot-holing a major portion of it. One squadron hit short, striking an adjacent A/F 9,000 feet southwest.

Beaumont sur Oise A/F - Very Good Results

A good concentration covers the southwest dispersal site and buildings. The southern landing ground and perimeter track are covered with a good concentration as is the north landing ground.

2/354 Creil A/F - Good to Excellent Results

An excellent concentration of bursts is seen in the west landing ground and on the southern dispersal site and servicing building.

34/E/10 Blois St. Denis Bridge - Excellent Results

2,000 lb. bombs scored near misses on the approaches and the bridge proper. Oblique photos show that the main span has been broken and is in the river bottom.

Poix A/F - Fair Results

One squadron bombing Poix A/F as a target of opportunity dropped a concentration of bursts across the south landing ground and the northeast-southwest runway.

Montauban RR Junction

2,000 lb. bombs cut the line and bursts are seen on the rolling stock and adjacent secondary road.

The six span bridge between Nantes and Rennes was evidently little hit from near misses by 2,000 lb. bombs.

Baulon Reservoir (Near Rennes)

2,000 lb. bombs are seen bursting on the pumping house at the base of the dam.

SECRET

S E C R E T

Pont au Bault Bridge

2,000 lb. bomb is seen bursting on the western approach ramp and the road is taken out at this point.

Mew 4/P - 4805N-0212W

2,000 lb. bombs are seen bursting on the servicing terminal with a near miss on the large hangar.

4757N-0203W

A large unidentified camp area has been hit by 2,000 lb. bombs bursting in the barracks area. Blast damage undoubtedly affected all buildings.

5. Ground and Naval Operations - 11 June 1944

Ground Situation

Situation on both flanks remains substantially unchanged although some progress has been made by U.S. units to the north in the Cherbourg Peninsula. In the center sector British units have advanced between Bayeux and Caen against stiff armored opposition. Tilly-sur-Seulles is now in our hands. The situation on this front remains fluid. Higher formations are now establishing their headquarters ashore.

Enemy divisions identified include eight infantry divisions, the 21st Panzer Division, the 12th SS Panzer Division, and a Panzer Lehr Division.

Naval Situation

U-Boats - Considerable activity continues in the Ushant area and sightings of 6 U-Boats were made during the period by a/c of Coastal Command. Two attacks were made and one U-Boat was definitely sunk.

E-Boats - During the night a British frigate sunk an E-Boat and another was sunk by a/c. E-Boats attempted to penetrate both the east and west defensive screens across the Channel during the night. From the west, they were driven off by MTB's and one E-Boat was sunk and another probably sunk. On the eastern side E-Boats made a slight penetration and sunk coaster.

E/A Activity - A convoy bound for the American beaches met a glider bomb attack yesterday morning. One e/a was shot down and no casualties were suffered by the convoy.

English Channel - During the 24-hour period ending the 9th of June Allied Warships engaged 46 separate targets. From the commencement of the operation 57 warships have so far returned to bases on the south coast for rearmament. Off the American sector U.S. warships reinforced by Warspite, was the Nevada rearmament, successfully engaged enemy batteries, mobile guns and troop concentrations which were harassing the beaches. Considerable execution was done to German infantry and several batteries and gun positions were effectively silenced. The battle ships Rodney and Ramillo and three cruisers helped to hold a German counter-attack. The cruiser Belfast supported

S E C R E T

- 6 -

SECRET

a Canadian advance and the cruiser Frobisher knocked out two German batteries and blew up an ammunition dump.

Unloading - Discharging proceeded well on all beaches in more favorable weather conditions during the day. Small ferry craft have suffered appreciable casualties due to unfavorable weather and this has previously held up unloading to some extent. These craft have been redistributed between the beaches and reinforcements have arrived and the situation has now improved. Port en Bassin is now open to shipping and can accommodate coasters up to 2,000 tons.

The Ground Situation up to 0130 Hours - 12 June 1944

The forward line of 7 Corps now extends from Quineville exclusive of Montebourg to Isham, F 2793 to T 3782, exclusive of Tarancon. Latest reports indicate that Montebourg and Tarancon are surrounded. The front line of the 5th Corps extended from T 4082 through Rouzeville, T 5084, the southern edge of Cerisy Wood, Balleroy, to T 7471. The front line of the Second Army now runs from Tilly sur Seules through T 8867, T 9271, V 0473, inclusive of Toussreville, exclusive of Troain, to V 1376, including Franceville Plage.

The 17th SS Panzer Division is now in the area north of Caumont with reconnaissance elements towards Carantan.

4,053 prisoners of war had arrived in England by 2359, 10 June 1944.

SECRET

- 7 -

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11-6

HEADQUARTERS
100TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer

APO 559
11 June 1944

SUBJECT: Sortie Information, Operational Mission No. 195

TO : S-1, 100th Bomb Group, APO 559

1. The following pilots and their crews flew Operational Mission No. 195, 11 June 1944:

Pilot	Target Bombed	Coordinates Turned back	E/A Observed
Lt. E. C. Jones	Yes	Target	No
Lt. H. Tlahrt	"	"	"
Lt. G. A. Brewer	"	"	"
Lt. L. E. Kassebaum	"	"	"
Lt. N. P. Scott	"	"	"
Lt. G. W. Woldt	"	"	"
Lt. E. W. Wolf	"	"	"
Lt. G. W. Rake	"	"	"
Lt. T. H. Kemp	"	"	"
Lt. J. D. Williams	"	"	"
Lt. J. A. Evans	"	"	"
Lt. W. A. Ryan	"	"	"
Lt. G. Roth	"	"	"
Lt. J. E. Schwank	"	"	"
Lt. D. C. Rice	"	"	"
Lt. H. J. Rowland	"	"	"
Lt. G. P. Pory	No	Dungeness	"
Lt. J. E. David	No	Target	"
PFF ^a	Yes	"	"

M. S. BOWMAN
Captain, Air Corps
Intelligence Officer

^a T/Sgt. R. Brady
Lt. H. B. Howard
Capt. W. J. Dishion
Lt. Col. J. M. Bennett

Form 100 Gp. (14 May 1944)

CONFIDENTIAL

176

FLAK REPORT

TO: A-1 Officer, A-2 Section, Hq. 3rd Bomb Division, APO 559

FROM: 100th Bomb Group
(Group)Capt. M. B. Ariak
(Reporting Officer)

TARGET: A Group 4/3/334 DATE OF ATTACK: 11 June 1944

B Group

1. The 100 A Group flew as (high) lead, 100% of the 13A C.W.

The B Group flew as (high, lead, low) of the C.W.

Altitude of lead A/C A 23,000' B

Altitude of High A/C A 23,500' B

Altitude of Low A/C A 22,700' B

2. Actual route followed over enemy territory (giving names of towns if possible)

A Route: None sent, see text

B Route:

3. Visibility at target. (Condensation, trails, clouds, etc.)

7 - 8/10 over target; 3 - 5/10 inland

4. No. of A/C over target A Group 16 7 2PT B Group Total

5. A/C damaged by, and/or lost to flak: A Group None B Group

Total None

A/C No.	Group	Height	Classification	Brief Description (i.e. plane lost, extent of damage, etc.)

S-2 36/14/5/44

CONFIDENTIAL

6. Axis of bomb run. (From Lead A/C) A Group ~~100°~~ B Group

7. How long did formation fly straight and level before bombing?

a. A Group ~~5 minutes~~

b. B Group

8. Turn after bombing. (Course away from target)

a. A Group ~~right 180° to 274°~~

b. B Group

9. Short description of evasive action in target area.

a. A Group ~~None~~

b. B Group

10. A description of flak en route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or comments.

Group bombed beach at Berck - sur - Mer. Then made a right turn over estuary of Authie River and back over the channel to England. No flak of any kind was seen on this mission.

STATISTICAL FLAK FORM
For Lead Ships Only

196

TARGET 5055 $\frac{1}{2}$ - 0134E DATE OF ATTACK 11/6/44
PILOT'S NAME David NAVIGATOR Stookesberry A/C NO. 009

1. The 100th A Group flew (high-lead-low) of the 13th() C.F. in 3rd B.D. Formation
The 100th B Group flew (high-lead-low) " " " " " " " " " "

#2 of 2nd element of High Sq

2. Altitude over Target -
A Group B Group
Lead A/C 23,000
Highest " _____
Lowest " _____

3. True Heading on Bomb Run 100
4. Ground Speed on Bomb Run 274
5. Flew Straight and Level before Bombing _____ sec. _____ sec.

6. Time Bombs Away Did not bomb
7. Turn from Target after Bombing Right
8. True Course Away from Target _____

9. Brief Description of Evasive Action in Target Area: None

0. Visibility at Target: 3 to 5 miles - 5 to 8/10 Cloud Coverage

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0713	5055 $\frac{1}{2}$ - 0134E	100	274	Enemy Coast - made one run on target - made a right turn and came back out
	-			Feathered an engine on turn off the target. Could not keep up with Squadron so came on back to English Coast.
	-			Brought bombs back.
	-			
	-			
	-			
	-			
	-			
	-			
	-			

3-2 50-8/2/44

INTERROGATING OFFICER

L. W. Sheets

PILOT'S NAME Lt. Triahrt NAVIGATOR P. Spiller A/C NO. 686

2. Altitude over Target -

	A Group	B Group
Lead A/C	22,100	
Highest "	22,600	
Lowest "	21,600	

5. Flew Straight and level before Bombing 30 sec. sec.

- ### 3. True Course Away from Target

9. Brief Description of Evasive Action in Target Area: no need for it -
just took 180° turn & lost alt - gradually

- C. Visibility at Target: Bombard P F F

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

INTERROGATING OFFICER

Lead 13 A BWSTATISTICAL FLAK FORM
For Lead Ships Only

TARGET _____

DATE OF ATTACK June 11PILOT'S NAME Chack ENAVIGATOR Dishon

A/C NO. _____

1. The 100th A Group flew (high-lead-low) of the 13th() C.F. in 3rd B.D. Formation
 The 100th B Group flew (high-lead-low) " " " () " " " " "

2. Altitude over Target -

	Lead	A/C	A Group	B Group
Highest	"	"	<u>22,000</u>	_____
Lowest	"	"	_____	_____

3. True Heading on Bomb Run
- 136°

4. Ground Speed on Bomb Run
- 232 knots

5. Flew Straight and Level before Bombing
- 5 min
- sec.
- 077
- sec.

6. Time Bombs Away
- 0709

7. Turn from Target after Bombing
- straight
- 180°

8. True Course Away from Target
- 303°

9. Brief Description of Evasive Action in Target Area:
- none

0. Visibility at Target:
- overcast 9/10ths - low clouds, 10 miles

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0700	Dunfries	140°	239 knots	
0709	Target	136°	232	"
0714	5022-0118E	307	156	"
0730	5056-0050E	50	113	"
No flak - No observations				

-2 50-C/2/44

INTERROGATING OFFICER [Signature]

Lead. Low Sq.

(Lead 13th Comb)

STATISTICAL PIAC FORM
For Lead Ships Only

TARGET _____

DATE OF ATTACK

June 11

PILOT'S NAME

Wans

NAVIGATOR

Means

A/C NO. _____

1. The 100th A Group flew (high-lead-low) of the 13th() C.M. in 3rd B.D. Formation.
The 100th B Group flew (high-lead-low) " " " () " " " " "

2. Altitude over Target -

	Lead	A/C	A Group	B Group
Highest	"	"	22,000'	
Lowest	"	"		

3. True Heading on Bomb Run

1500

4. Ground Speed on Bomb Run

270 knots

5. Flew Straight and Level before Bombing

10 minsec.

sec.

6. Time Bombs Away

0709 1/2

7. Turn from Target after Bombing

to right about 1200

8. True Course Away from Target

2900

9. Brief Description of Evasive Action in Target Area: _____

0. Visibility at Target:

Scattered clouds over target -

see by coast 20 miles

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0701	15mgross	1450	270	
0709 1/2	Target	1500	270	
0711	5023 - 01342	2600	258	
0730	5056-0050			

But saw Bombs hit in water + beach
near target.

3-2 50-6/2/44

INTERROGATING OFFICER

JH/B

Lead High Squam

STATISTICAL PIAC FORM
For Lead Ships Only

TARGET _____ DATE OF ATTACK June 11
 PILOT'S NAME Scott NAVIGATOR Koury A/C NO. _____

1. The 100th A Group flew (high-lead-low) of the 13th () C.M. in 3rd B.D. Formation.
 The 100th B Group flew (high-lead-low) " " " () " " " " "

2. Altitude over Target -

	Lead	A/C	A Group	B Group
Highest	"	"	<u>22,300'</u>	_____
Lowest	"	"	_____	_____

3. True Heading on Bomb Run 163°

4. Ground Speed on Bomb Run 278 knots

5. Flew Straight and Level before Bombing 30 sec. _____ sec.

6. Time Bombs Away 0710

7. Turn from Target after Bombing Right - 180°

8. True Course Away from Target 330°

9. Brief Description of Evasive Action in Target Area: _____

10. Visibility at Target: 10 miles - Patchy low clouds - 6/10th coverage

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING / GROUND SPEED	REMARKS
0700	Dryden	138°	
0710	Target	163°	
0730	5056-0050	50°	

Bomb Results - 2nd pattern - 209 ad off shore.

8-2 50-5/2/44

INTERROGATING OFFICER _____

TARGET

DATE OF ATTACH

PILOT'S NAME

SHIP NO.

THE

PLACE

ALTITUDE

HEADING

DESCRIPTION OF FLAK GIVING LEVEL--ABOVE
BELOW-CLOCK POSITION UNUSUAL PHENOMENA

S-2 49-8,1/44

Reporting Officer

FINAL REPORT MISSION #195

Called to Capt. Pierce, 3 BD, at 1030 hours by Capt. C. W. Terry

- A. Bombing Results--Poor. Photographs show bombs of this group hit in the water and on the beach 3400 yards to the right of our target in front of Berck-sur-mer.
- B. At 0723 hours, altitude 17,000, 5040N-0100 E, 4 unidentified naval ships were observed in Boulogne harbor.
- C. NONE
- D. None
- E. None
- F. 2--1 spare; 1 malfunction of engine.
- G. ---
- H. None
- I. 280 X 250 LB GP bombs, 1/10 N, 1/40 tail fusing, plus 30 X 250 LB GP, delayed action, were dropped at 0710 hours from 22,000 feet. 10 X 250 LB GP delayed fuses were jettisoned at 0841 hours, 5030-0300 N, from 5,300 feet. Delayed bombs fused as follows: 16-6 hours, 4-12 hours, 11-24 hours, 3-36 hours, 6-72 hours. (18 A/C airborne, 16 attacked).
- J. NONE
- K. Cloud and heavy con-trails prevented reaching briefed altitude for bombing. Bombs were dropped from 22,000 feet. BFF bombing because of scattered under-cast.
- L. Our A/C #009 joined the "K" group and flew to target as #2 ship in 2nd element of their high squadron. This group did not bomb on first run over target. When it turned back circling for a second run our A/C left the formation because of malfunction of one engine. Bombs were returned.

IMMEDIATE ACTION REPORTGROUP 150A. BOMBING RESULTS:Target 4/9/334
57/c

195

1. Visual/Photographic:

Target area (in water & on beach). PFF

Target Shore - in water & on the beach.

2. Visual/Photographic

3. Time and Altitude at Bombs Away

Time 0710Altitude 500
23000B. OBSERVATIONS:

1. Military movements:

NONE

a. Motorized units, type, direction, speed, etc.

*

b. Ground troops, size, place direction.

1st A/C landed 0808
Phoned to 35D
by Capt. Freeman

2. Enemy aircraft activities, place, type, how dispersed.

3. Enemy Naval Activities.

4. Other Observations:

A/C RETURNING EARLY

195

A/C Number 7090 A/C Letter D
Squadron 418th Pilot LT. Fory
Time landed at base 0743
Point or coordinates of point at which A/C turned back:
Dangerous
Time turned back 0700
Altitude at time turned back 22,000
Reason for abortion Spac - no opening
Disposition of bombs Brought Back
Brought back or jettisoned
Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

A/C Number _____ A/C Letter _____
Squadron _____ Pilot _____
Time landed at base _____
Point or coordinates of point at which A/C turned back:

Time turned back _____
Altitude at time turned back _____
Reason for abortion _____
Disposition of bombs _____
Brought back or jettisoned
Name of Interrogating Officer _____

S-2 11/7-3-43

CAMERA (Yes) (No)

A/C NO. 007 SQDN. 357 PILOT'S NAME Wolfe DATE 17 June 44

No. 2 of 1 element of 4-164 Sqdn, of lead-high-low Group
of 100 Group (Letter: A) of 13 C.W.

BOMBING RESULTS:

- (a) Where did bombs hit? ON BEACH, NOT SURE ABOUT TARGET
- (b) Time 0710 Hrs., Altitude 25000 Ft.
- (c) No. bombs dropped 20 Size 250 Type _____ Fusing Daisy
- If Jettisoned, give coordinates _____
- If Brought back, why? _____

True Heading on Bomb Run: 130°

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
			None

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
			NO FLAK AT ALL

DID FLAK INTERFERE WITH THE BOMB RUN?

No

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW?

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

CREW #60

CAMERA (Yes) ☒ (No)

195

POSITION FLOWN OVER TARGET:

No. 2 of 1 element of HIGH Sqdn. of lead-high-low Group
of LEAD Group (Letter: A) of 12TH C.W.

TARGET:

BOMBING RESULTS:

(a) Where did bombs hit?

(b) Time Hrs. Altitude 22,500 Ft.

(c) No. bombs dropped 20 Size 250 lb Type Demo Fusing Instant

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: 137°

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
0723	5040 N 0100 E	17000	4 ships in Bologne 9 d

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
None			

DID FLAK INTERFERE WITH THE BOMB RUN?

No

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
None			

Did WEATHER affect the MISSION? If so, HOW?

YES

Prevented visual bombing - caused formation to bomb from lower altitude

BATTLE DAMAGE:

Minor

None

Major

Salvage

CAMERA (Yes) (No)

A/C NO. 708 SQDN. 351st PILOT'S NAME N.P. Scott DATE 6-11-44

No. 1 of Lead element of High Sqdn. of lead-high-low Group
of Lead Group (Letter: D) of 13th C.W.

(a) Where did bombs hit?

(b) Time 0710 Hrs. Altitude 22300 Ft.

(c) No. bombs dropped 20 Size 250 Type CP Fusing

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: 163

OBSERVATIONS OF ENEMY ACTIVITY:

[illegible]

CAMERA (Yes) (No)

A/C NO. 621-Q SQDN. 399 PILOT'S NAME W. H. Hester ^{1st} DATE 11 Aug 44

No. 6 of 2 element of high Sqdn. of lead ~~high-low~~ Group
of 349th Group (Letter: D) of 13A C.W.

BOMBING RESULTS:

- (a) Where did bombs hit? Shot in water
- (b) Time 0719 Hrs. Altitude 22,200 Ft.
- (c) No. bombs dropped 20 Size 250 Type GP Fusing _____
- If Jettisoned, give coordinates _____
- If Brought back, why? _____
- True Heading on Bomb Run: 150

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
No Action			

No. Destroyed _____ No. Damaged _____

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
	None		

DID FLAK INTERFERE WITH THE BOMB RUN?

No

Time	Place	Altitude of A/C	Type, intensity and accuracy
	none		

Did WEATHER affect the MISSION? If so, HOW?

No

BATTLE DAMAGE:

None
Minor Major Salvage

CAMERA (Yes.) (No)

A/C NO. 859 SQDN. 349 PILOT'S NAME J. W. RARE DATE 11 June 1944

No. 1 of 2 element of High Sqdn. of lead-high-low Group
of Lead Group (Letter: D) of 13th C.W.

(a) Where did bombs hit?

(b) Time 0710 Hrs. Altitude 22300 Ft.

(c) No. bombs dropped 20 Size 250 Type GP Fusing N+T

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
		<i>None</i>	

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
		<i>None</i>	

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
		<i>None</i>	

Did WEATHER affect the MISSION? If so, HOW?*Weather was clear
and okay for mission*

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

CAMERA (Yes) (No)

A/C NO. 2050R SQDN. 418 PILOT'S NAME R. W. LAND H. I. DATE 11 JUNE 1944

No. 3 of 2nd element of Low Sqdn. of lead-high-low Group
of 10th Group (Letter: D) of 13th C.W.

TARGET:

BOMBING RESULTS:

- (a) Where did bombs hit? — Unobserved
- (b) Time 0711 Hrs. Altitude 21,700 Ft.
- (c) No. bombs dropped 20 Size 250 lb Type G.P. Fusing 1/40 Tail

If Jettisoned, give coordinates.

If Brought back, why?

True Heading on Bomb Run: 330

OBSERVATIONS OF ENEMY ACTIVITY: NONE

Time	Place	Altitude of A/C	Observations

CAMERA (Yes) (No)

A/C NO. 220 SQDN. 350th PILOT'S NAME KASSABAUM DATE 6-11-44

No. 2 of 2 element of LEAD Sqdn. of lead-high-low Group
of _____ Group (Letter: _____) of 13 — C.W.

BOMBING RESULTS:

- (a) Where did bombs hit? unobserved
- (b) Time 0709 Hrs. Altitude 22,150 Ft.
- (c) No. bombs dropped 20 Size 2-0 Type FP Fusing NON-TRAC

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: 142

OBSERVATIONS OF ENEMY ACTIVITY:

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E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA: NONE

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy

DID FLAK INTERFERE WITH THE BOMB RUN? No

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW?YES - BOMBING ALT. WAS NOT REACHED DUE TO CLOUDS.BATTLE DAMAGE: NONE

Minor _____

Major _____

Salvage _____

CAMERA

☒ Yes

(No)

A/C NO. 230 SQDN. 349 PILOT'S NAME Kemp T. H. DATE June 11, 1944

No. 6 of 2 element of H Sqdn. of lead-high-low Group
of 1 Group (Letter:) of C.W.

True Heading on Bomb Run: 140°

Time	Place	Altitude of A/C	Observations
		<i>none</i>	

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CAMERA (Yes) (No)

A/C NO. 2611 SQDN. 350 PILOT'S NAME JONES E.R. - DATE 11-6-44

No. 3 of 1st element of Lead Sqdn. of lead-high-low Group
of 100th Group (Letter:) of C.W.

BOMBING RESULTS:

- (a) Where did bombs hit? unobserved
- (b) Time 0710 Hrs. Altitude 25000 Ft.
- (c) No. bombs dropped 20 Size 250 Type GP Fusing _____
- If Jettisoned, give coordinates _____
- If Brought back, why? _____

True Heading on Bomb Run: 130

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
		None	

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
		<i>None</i>	

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
		<i>None</i>	

Did WEATHER affect the MISSION? If so, HOW?*no*

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

C-O-N-F-I-D-E-N-T-I-A-L

E/A OPPOSITION:

Time	Place	No. & types of E/A	Unusual Tactics or Weapons	Did they Attack?
		NONE		

E/A CLAIMS:

No. Destroyed

No. Damaged

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
		NONE	

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
		NONE	

Did WEATHER affect the MISSION? If so, HOW?

SLIGHTLY CLOUDY & HAZY

VISIBILITY LTO 2 MILES

BATTLE DAMAGE:

Minor

NONE

Major

Salvage

David Shoss
2ND LT. AC

NAVIGATOR

POSITION FLOWN OVER TARGET:

No. 3 of LEAD element of LOW Sqdn. of lead-high-low Group
 of 100 Group (Letter:) of 73 C.W.

TARGET:

BOMBING RESULTS:

(a) Where did bombs hit? 10 ON TARGET

(b) Time 0709 1/2 Hrs. Altitude 22000 Ft.

(c) No. bombs dropped 20 Size 250 Type Fusing LONG DELAY

If Jettisoned, give coordinates 5030 N 0300 W (RACK MALFUNCTION)

If Brought back, why?

True Heading on Bomb Run: 144°

0841 hrs.
5300'
Heading 150°

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
		<u>NONE</u>	

CAMERA (Yes) (No)

195

A/C NO. 2090 SQDN. 418 H PILOT'S NAME FURY, G.P. DATE 11 JUNE 1944

No. _____ of _____ element of _____ Sqdn. of lead-high-low Group
of _____ Group (Letter: _____) of 13A C.W.

BOMBING RESULTS:

- (a) Where did bombs hit?

(b) Time _____ Hrs. Altitude _____ Ft.

(c) No. bombs dropped 21 Size 300 Type GP-500 Fusing M103-M101A1

If Jettisoned, give coordinates.

If Brought back, why?

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

[illegible]

195

A/C NO. 555 SQDN. PFF PILOT'S NAME CPT CLARK DATE 6-11-44

No. 1 of 1 element of Lead Sqdn. of lead-high-low Group
of 100 Group (Letter: D.) of Sub 13A C.W.

BOMBING RESULTS:

unobserved

(b) Time 0709 Hrs. Altitude 22,000 Ft.

(c) No. bombs dropped 6 Size M-47 Type G.P. Fusing F.O.

If Jettisoned, give coordinates.

If Brought back, why?

True Heading on Bomb Run: 136

OBSERVATIONS OF ENEMY ACTIVITY:

[illegible]

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
<i>None</i>			

DID FLAK INTERFERE WITH THE BOMB RUN? *No*OTHER FLAK AREAS: *2/1*

Time	Place	Altitude of A/C	Type, intensity and accuracy
<i>(Large handwritten 'X' mark)</i>			

Did WEATHER affect the MISSION? If so, HOW?*Don't lost PFF due to clouds over target*

BATTLE DAMAGE:

Minor _____

Major *1/1* _____

Salvage _____

CAMERA (Yes) (No)

A/C NO. 009 SQDN. 350 PILOT'S NAME David DATE June 11, 1964

No. 7 of 2nd element of Dist Sqdn. of lead-high-low Group
of _____ Group (Letter: K) of _____ C.W.

(a) Where did bombs hit?

(b) Time _____ Hrs. Altitude _____ Ft.

(c) No. bombs dropped _____ Size _____ Type _____ Fusing _____

If Jettisoned, give coordinates _____

If Brought back, why? Feathered me / engine could not handle

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
		<u>none</u>	none cloud and at target.

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
		<i>none</i>	

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
		<i>no</i>	

Did WEATHER affect the MISSION? If so, HOW?

yes - undershoot at target - PFP did not get bombs away on first run - caused it make second because 2 feathered engine

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

CAMERA (Yes) (No)

A/C NO. 154 SQDN. 487th PILOT'S NAME D. RICE DATE JUNE 11

No. 2 of 7 element of Low Sqdn. of lead-high ~~low~~ Group
of Group (Letter: A) of 73A C.W.

RESULTS:

(a) Where did bombs hit? TARGET AREA

(b) Time 0710 Hrs. Altitude 21600 Ft.

(c) No. bombs dropped 20 Size 250 Type GP Fusing

If Jettisoned, give coordinates

If Brought back, why? _____

True Heading on Bomb Run: 152°

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
NONE			
<u>BITCHES</u> —			
CREW MEMBERS WHO NEEDN'T ATTEND BRIEFING THINK THEY ARE AWAKENED EARLIER THAN THEY DEEM NECESS FOR THE AMOUNT OF PREPARATION AND READYING OF AIRCRAFT			

E/A CLAIMS:

No. Destroyed

NONE

No. Damaged

NONE

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
<u>NONE</u>			

DID FLAK INTERFERE WITH THE BOMB RUN?

NONE

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
<u>NONE</u>			

Did WEATHER affect the MISSION? If so, HOW?

SLIGHTLY - BOMBED AT LOWER ALTITUDE THAN BRIEFED -
BELIEVED BOMBING WAS VISUAL

BATTLE DAMAGE:

NONE

Minor

Major

Salvage

B. Hufsey

CAMERA ~~(Y-5)~~ (No)

A/C NO. 686 SQDN. 350th PILOT'S NAME Tiahrt DATE 11 June '44

No. 1 of 2 element of Lead Sqdn. of ~~lead-high-low~~ Group
of 100th Group (Letter: D) of 13th C.W.

BOMBING RESULTS:

- RESULTS:
- (a) Where did bombs hit? *Bombs observed hit short in water.
Some hit on beach (50 25 1/2 N. 0134 E)*
- (b) Time 070945 Hrs. Altitude 22100 Ft.
- (c) No. bombs dropped 20 Size 250 # Type GP Fusing 1/0 1/40

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: - 147°.

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
			None -

No. Destroyed

No. Damaged

FLAK IN TARGET AREA: None!

DID FLAK INTERFERE WITH THE BOMB RUN?

No 1

OTHER FLAK AREAS:

Did WEATHER affect the MISSION? If so, HOW?

Lowered Bombing Altitude to stay out of con-trails.

BATTLE DAMAGE: None!

Minor

Major

Salvage

Michael W. Spiller
-1st Lt. AC.

Information sheet on mission against TACTICAL target.
(NAVIGATOR to fill out from information given him by crew).

POSITION FLOWN OVER TARGET:

TARGET:

BOMBING RESULTS:

(a) Where did bombs hit? IN THE WATER!!! TOTAL WASTE

(b) Time 0740 Hrs. Altitude 21900 Ft.

(c) No. bombs dropped 22 Size 250# Type GP Fusing

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: 139

OBSERVATIONS OF ENEMY ACTIVITY:

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(Yes) (No)

Time	Place	Altitude of A/C	Observations
		NONE	

E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
		NONE	

DID FLAK INTERFERE WITH THE BOMB RUN?

NO

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
		NONE	

Did WEATHER affect the MISSION? If so, HOW?

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

195

A/C NO. 895 SQDN. 418 PILOT'S NAME SCHWANK DATE JUNE 11, 1914

No. LEAD of 2nd element of Low Sqdn. of lead-high-low Group
of LEAD Group (Letter: D) of -- -- C.W.

RESULTS:
(a) Where did bombs hit? *NOT OBSERVED*

(b) Time 0710 Hrs. Altitude 2300 Ft.

(c) No. bombs dropped 20 Size 250 Type GP Fusing 1/10 - 1/40

If Jettisoned, give coordinates _____

If Brought back, why?

True Heading on Bomb Run: 132

OBSERVATIONS OF ENEMY ACTIVITY: *NONE*

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FORMATION POSITION

11 JUNE 44

PFF - Bennett-Clark 555

195

Jones 611PFF-Rivenbark-Dishion-Howard 586Tiahrt 686Brewer 934Kassbaum 220Evans 010Scott 708Roth 649Ryan 175Wolf 867Woldt 007Schwank 895Rake 859Rowland 2090Rice 154Williams 621Kemp 230SPARESDavid 009Fory 7090

Weather Ship: Herres 806

<u>n-15</u>	<u>n-12</u>	<u>n-8</u>	<u>n-7</u>	<u>n-6</u>	<u>n-5</u>
1	9	3	1	6	2
	7	3	1	5	2
	16	6	3	11	4
<u>3/4</u>	6	72	36	24	12

16 = 6 hours Delay

4 - 12 " "

18 - 24 " "

3 - 36 " "

6 - 72 " "

5030
~~1845~~ N - 0300W
 0841 hr - 0300'

FORMATION POSITION
LEAD SQDN

COMBAT MISSION OF

PFF - Bennett-Clark 555Jones 611PFF Rivenbark-Dishion-Howard 586Tishrt 686Brewer 934Kassebaum 220

LOW SQDN

HIGH SQDN

Evans 010Scott 708Roth 649Ryan 175Wolf 867Woldt 007Schwank 895Rake 859Rowland ~~222~~2090Rice 154Williams 621Kemp 230

COMPOSITE GROUP

AIR SPARES

David 009Fory 7090Weather ship - Herres 806

(F) - B-17F

(G) - B-17G

R/E - Returned Early

AUTHORIZED ADMISSION

ABBEY, LT

MILBURN, LT.

BENNETT, LT. COL. ✓

ORENSTEIN, LT.

BOWMAN, CAPT.

PIKE, LT.

CALLAHAN, SGT.

REEDER, MAJOR. ✓

CLOUTHER, CAPT

ROSENTHAL, CAPT.

CROSBY, CAPT.

STOVER, CAPT.

DOUGLAS, CAPT.

TURNER, LT. COL.

EMERSON, MAJOR

WALLICH, MAJOR

FRYE, CAPT.

WILLIAMS, M/SGT.

FULLER, MAJOR

SPENCE, S/SGT.

GUMMERSALL, CAPT.

SWARTOUT, CAPT.

HARDY, CAPT.

V ENTRIS, CAPT.

HOWARD, CAPT.

YOUNGS, CAPT.

HARRISON, CAPT.

ZELLER, CAPT.

HOWARD, LT.

S-2 DUTY OFFICER Capt. JOHNSON

IANMACONE, CAPT.

Capt. Hutchinson

JEFFREY, LT. COL.

Sgt. Clark

KIDD, LT. COL.

Sgt. Horak

KINDEE, CAPT.

Sgt. DuPraz

LASH, CAPT.

T/Sgt. Brackeen

MASO, CAPT.

DUTY NAVIGATOR _____

MCCARTHY CAPT.

DUTY BOMBARDIER _____

MCGILL, CAPT.

DATE OF BRIEFING 11/5/44

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The following ships are loaded with cameras which are set to go off automatically.

1708

7230

2611

1220

1895

6010

CHECK SHEET
Duty Officer10411 June 44
(Date)

(Check each of following as handled)

BRIEFING INFORMATION

SPECIAL
NOTES

1. From File Room (Except for Master File - File Clerk)
2. From Map Room
3. Course, assembly lines, pictures & Maps (War Room)
4. Pictures, & Maps (Main Briefing Room)
5. Course - Briefing Rooms (Duty Navigator)
6. Bulk maps & pictures to Map Room (File Clerk)
7. Epidiascope pictures prepared

FOOD (for S-2 staff during pre-briefing period)

FIRES (if necessary)

1. Gunners' Briefing Room (Tel. # 53)
2. Main Briefing Room

GUARDS

1. Authorized Admission List
2. Posting
3. Dismissal

JEEP (if not already available)

P/W KITS

1. Loading
2. Check out sheet & EM assignment

POST BRIEFING

1. Personal property & issue records to S-2
2. Briefing Rms. (Lights out, stoves closed, courses down)
3. Briefing material to appropriate folder in War Room
(Removed from both Briefing Rooms)

(Fill in time or name)

1. Pre-Briefing at 0130
2. Briefing at 0230
3. Time over target 0708
4. ETR 0815
5. No. crews on mission 18 + 2 flying spares
6. File & map clerks called at 0900
7. Other EM called at 1100
8. Briefing Officers:

	Notified	Picked up	Briefing time
a. Main	2345	2346 1/4	0230
b. Gunners			
c. Group S-2	2300	2301 1/2	
9. EM assigned as follows:
 - a. Preparation of slides Horah
 - b. Gunners' epidiascope None
 - c. Main br. epiadiascope Horah
 - d. P/W Kits Stack
10. Personal phone calls stopped 0215

S/2 - 52/15-5-44

Col Deal 13CW

4835N, 0205W

340 2362

03703215

100

2422

060255/4

95

390:2 362

4835N, 0205W

95 2 422

4835N, 0350W (on land)

2 535

KRDH BISTARD

95W

21/8/1

Vigilance - searching ground

93

21/8/2

Vigilance - searching ground

95

20/8/7

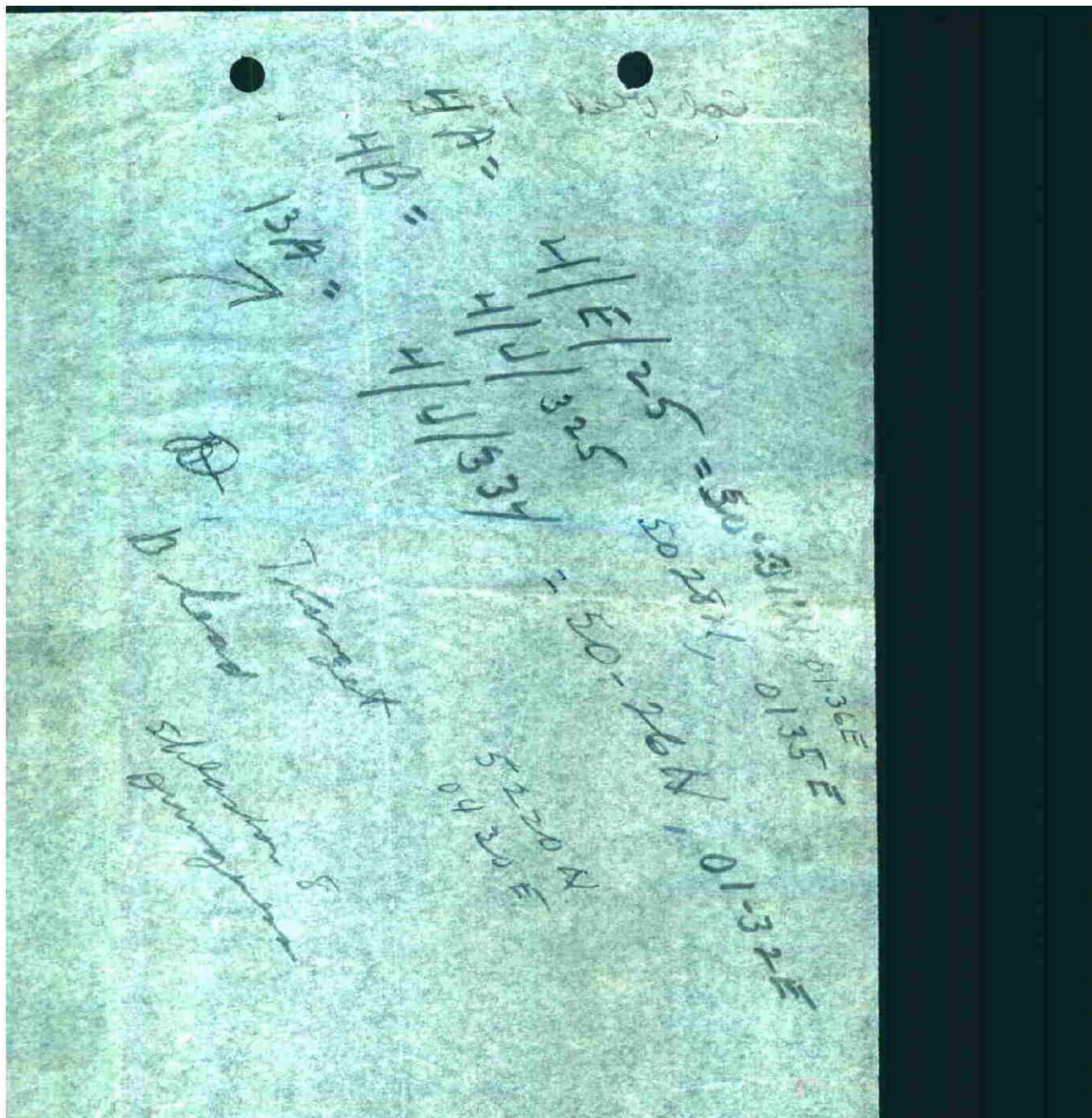
Pentagon - Bridge

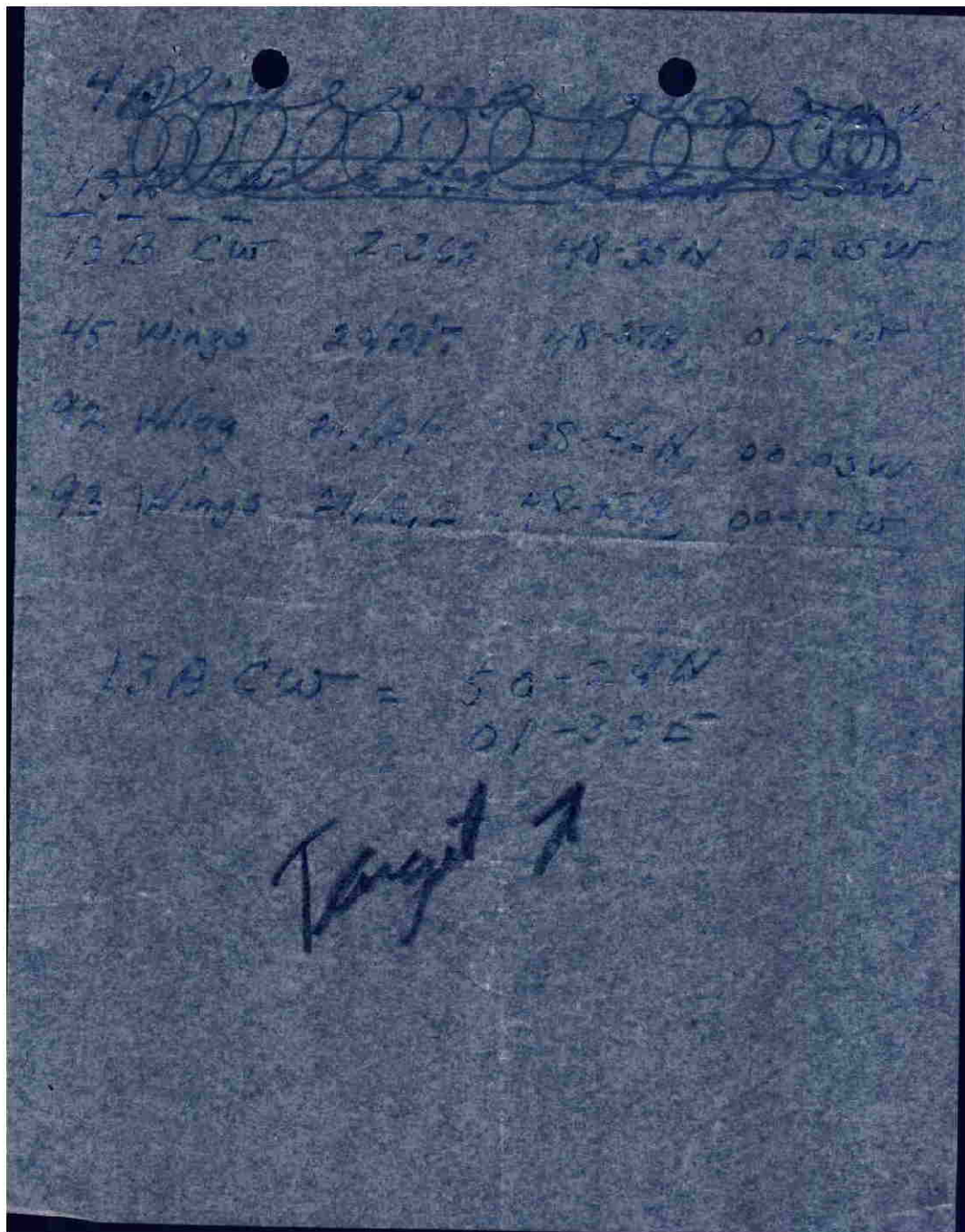
4837-0320W

4CW - Bistard

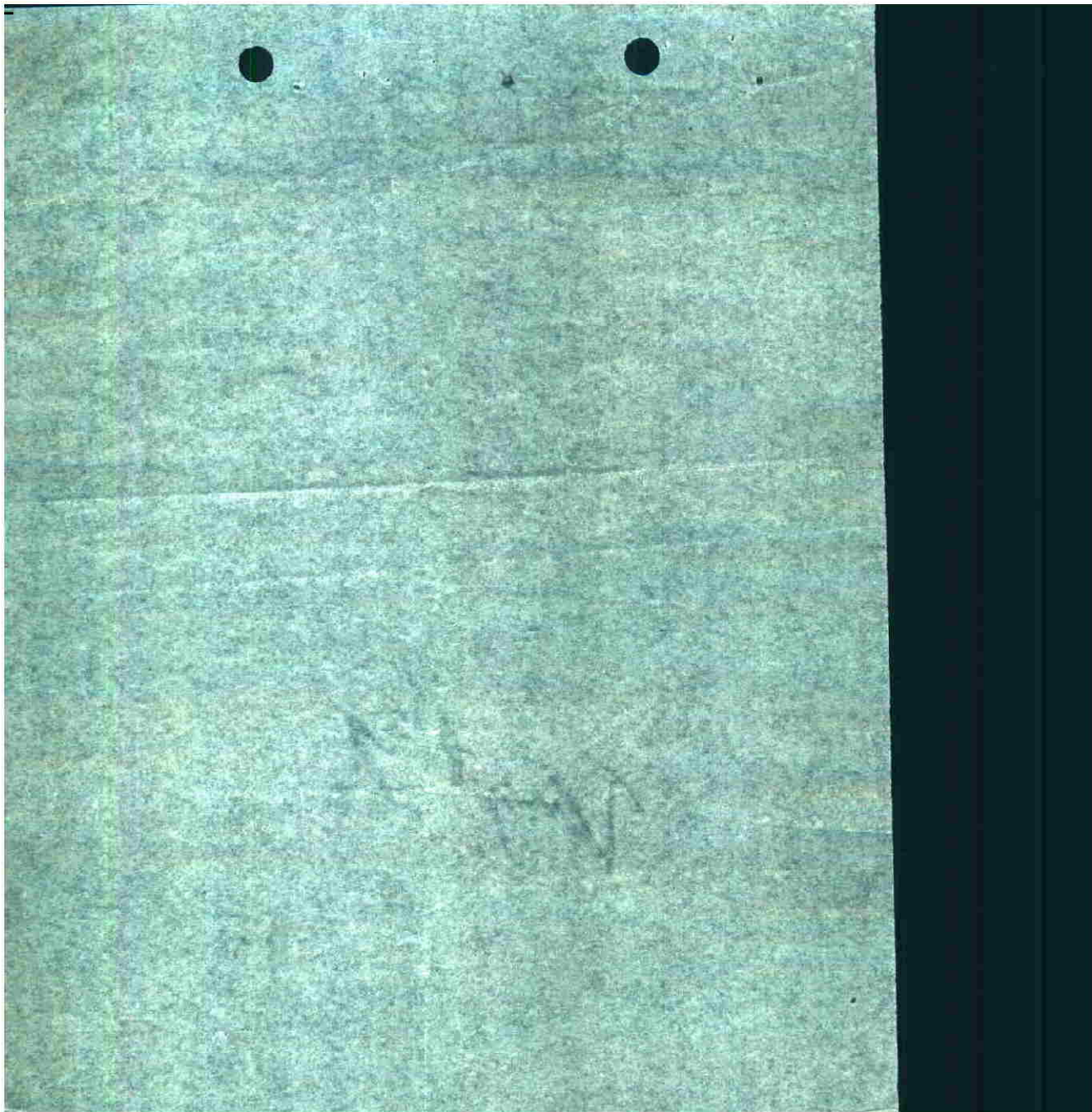
2535

? Just wired



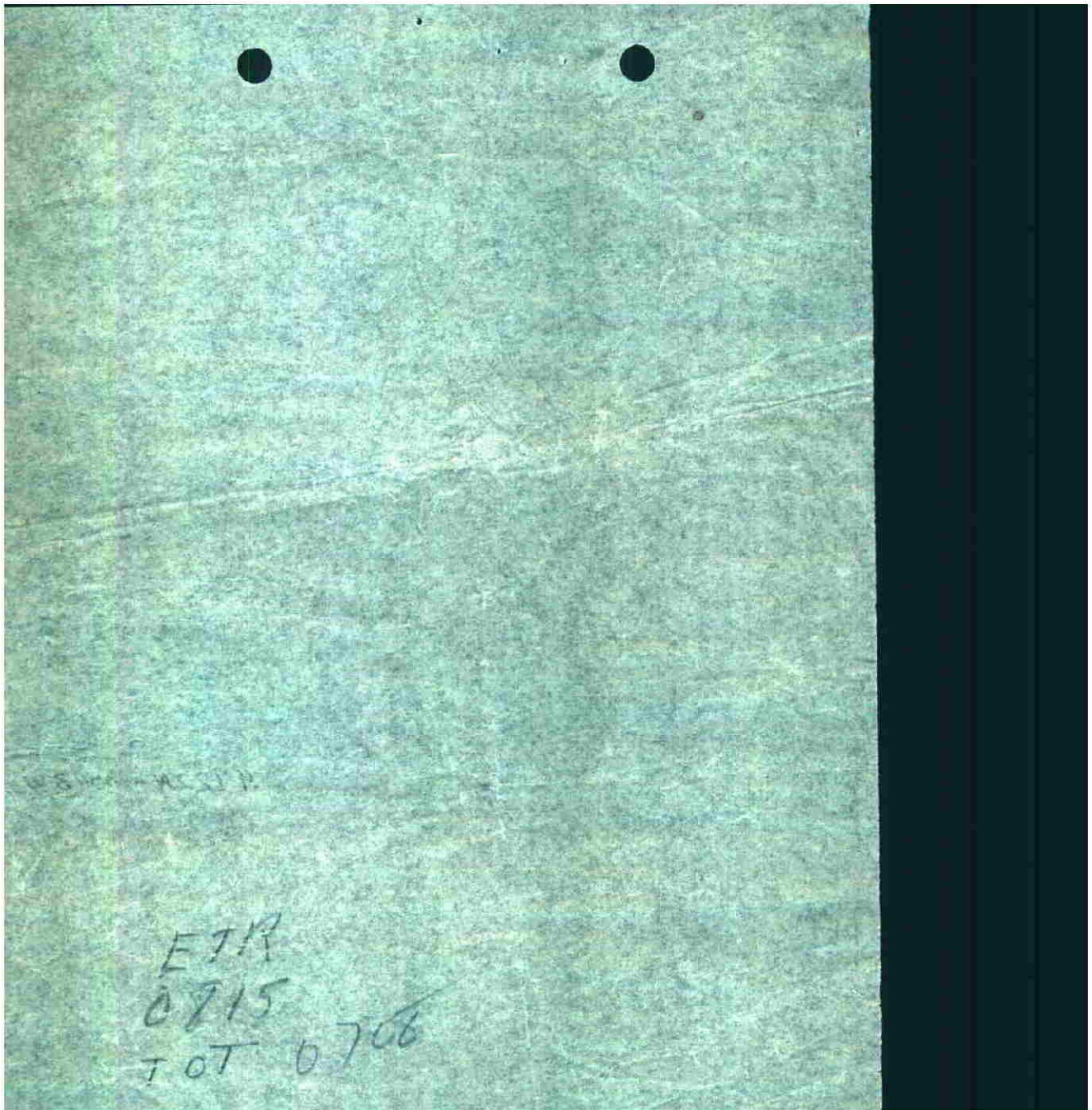


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1st Div • Z-338 - 4705N - 0038E A/F
 2nd Div • Z-460 - 4705N - 0048E A/F
 3rd Div • Z-638 - 4705N - 0034E A/F
 4th Div • Z-340B } 4705N - 0010E A/F
 5th Div • Z-340A }
 2nd Div • Z-380 - 4705N - 0202E A/F
 3rd Div • Z-354 - 4705N - 0231E A/F
 4th Div • Z-457 - 4705N - 0219E A/F
 5th Div • Z-414 - 4705N - 0219E A/F
 20/8/26 Via MSG - 0219E - 25
 30/8/26 Current Lt. Malt. 25
 30/8/26 Redon - 4705N - 0219E
 30/8/30 FORCERO - 4705N - 0219E
 33/8/24 TOTAL - 4705N - 0219E
 32/8/65 LA EN SONNIELE - 4722N - 0048W
 34/8/65 ST. DENIS - 4705N - 0122E



BRIEFING

DATE _____

BRIEFING C. _____

1. TARGETS: (IMPORTANCE, SIZE & IDENTIFYING CHARACTERISTICS)

A. PRIMARY TARGET:

3-guns-6 in. $\sqrt{150mm}$
 Coastal defence guns
 Near Berke-Mer. - just north about
 100 yds. from meadow built up area -
 1500 yds. west of ~~meadow~~ ^{edge to} south west
 edge of airport - 20 miles south of Berke-Mer.
 Secondary - Airport - Concentrations
 of convoys, railways ~~not a target~~
 B. SECONDARY TARGET: ~~the built up area~~, bridges -
 military equip.

C. LAST RESORT:

2. ROUTE:

A. FROM ENEMY COAST TO I.P.

B. FROM I.P. TO TARGET:

12 gun battery in target area
 accurate 6 gun battery at Etaples ^{NE} right
 turn after target avoid heavy guns to
 C. ROUTE HOME: north

3. OTHER DEFENSES:

A. SMOKE SCREENS

B. DECOYS:

S-2 32/12-5-44

FROM OFFICE 102213B
 TO USLIST SB-S
 OIPNT
 OIBMP
 OIKHI
 SECRET 3-B.D. U-112-E

3RD BOMB DIVISION FIELD ORDER NO. 262.

1. B. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT

TO FOLLOW

(2) OTHER FRIENDLY FORCES

1ST DIVISION (17 X 12 A/C GPS) WILL ATTACK TGTS Z-338, Z-460, Z-659 VISUALLY OR BY GH OPERATION. ALSO Z-341B AND Z-341A VISUAL ONLY OR Z-661 AND Z-369 IF GH OPERATION IS REQUIRED, DEPARTING BEACHY HEAD ZERO MINUS 30.

2ND DIVISION (39 X 12 A/C GPS) WILL ATTACK TGTS Z-380, Z-354, Z-457, Z-619, 20/B/26, 30/B/14, 30/B/30 AND TACTICAL TARGET BOOK NO. 20 VISUALLY OR BY GH. ALSO 33/B/34, 32/B/65 AND 34/B/10 VISUALLY ONLY, DEPARTING PRAWLE ZERO MINUS 45 AND SELSEY BILL AND BEACHY HEAD AT ZERO MINUS 30.

2. A. TARGETS.

PRIMARY:

Z-535	MPI	058043/4	4A WG
	MPI	041033/4	4B WG
Z-422	MPI	060055/4	13A WG
Z-362	MPI	037032/5	13B WG
20/B/7	MPI	ILL 18/B	45 WGS
21/A/1	MPI	ILL 17/A	92 WG
21/A/2	MPI	ILL 8/C	FOE WGS
			XXXXXXXXX
			93 WGS

SECONDARY AND LAST RESORT:

ANY AIRDROME, ANY MILITARY COLUMN OR CONVOY ON RD, ANY MARSHALLING YARD OR MAIN LINE RR, ANY RR BRIDGE, ANY HIGHWAY BRIDGE, OR ANY CONCENTRATION OF ENEMY MILITARY EQUIPMENT.

B. FORCE REQUIRED.

4 COM WG: 4 GPS : 18 A/C PER GP
 13 COM WG: 4 GPS : 18 A/C PER GP
 45 COM WG: 4 GPS : 18 A/C PER GP
 92 COM WG: 3 GPS : 12 A/C PER GP
 93 COM WG: 6 GPS : 12 A/C PER GP

C. DIVISION ASSEMBLY LINE.

NONE.

D. ROUTES

(1) 4A WG

ZERO MINUS 35

SPLASHER 15 (17,000)	ZERO HOUR	
LANDS END (24,000) (CP "1")	ZERO PLUS	24
4820-0503W (CP "2")	ZERO PLUS	32
4803-0445W (I.P.)	ZERO PLUS	47
TGT		
4730-0327W (R.P.) (ST-07:24////// \$3:13,5 TO 18,000) <i>cc 1</i>	ZERO PLUS	51
4730-0355W	ZERO PLUS	58
START POINT	ZERO PLUS	124
BASES		

TIMINGS FOR 4A WG: 4B WG ADD 3 MIN.

(2) 13A WG

SPLASHER 15 (15,000 FT)	ZERO MINUS	32
LANDS END (I.P.) (CP "1")	ZERO PLUS	6
5852		
IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIV	ZERO PLUS	41
4835-0333W (R.P.)	ZERO PLUS	44
PORTLAND BILL	ZERO PLUS	95
BASES		

(3) 45A WG

SPLASHER 15 (15,000 FT)	ZERO MINUS	12
START POINT (CP "1")	ZERO HOUR	
4853-0305W (I.P.)	ZERO PLUS	26
TGT	ZERO PLUS	49
4825-0122W (R.P.)	ZERO PLUS	53
4825-0210W	ZERO PLUS	66
4930-0310W	ZERO PLUS	100
PORTLAND BILL	ZERO PLUS	127
BASES		

TIMINGS FOR 45A WG: 45B WG ADD 3 MIN.

(4) 13B WG

SPLASHER 15 (21,000 FT)	ZERO MINUS	5
START POINT (CP "1")	ZERO PLUS	6
4853-0305W (I.P.)	ZERO PLUS	28
TGT	ZERO PLUS	40
XXXXXX 4825-0210W (R.P.)	ZERO PLUS	43
4930-0310W	ZERO PLUS	75
PORTLAND BILL	ZERO HONX PLUS	99
BASES		

(5) 92 WG

SELSEY BILL (14,000 FT) (CP "1")	ZERO HOUR	
4940-0040W (CP "2")	ZERO PLUS	19
4850-0053W (I.P.)	ZERO PLUS	34
TGT	ZERO PLUS	45
4833-0000 (R.P.) MDWP	ZERDUE	59
4841-0151W	ZERO PLUS	77
4930-0310W	ZERO PLUS	107
PORTLAND BILL	ZERO PLUS	133
BASES		

(6) 93A WG

SELSEY BILL (14,000 FT) (CP "1")	ZERO PLUS	3
4940-0040W (CP "2")	ZERO PLUS	22
4907-0105WX (P.O)	ZERO PLUS	34
TGT	ZERO PLUS	43

4841
4930-0310W
PORTLAND BILL
BASES

ZERO PLUS 94
ZERO PLUS 120

TIMINGS FOR 93A WG: 93B WG ADD 3 MIN.

DESCENT TO MINIMUM ALTITUDE FOR ALL WGS: MID-CHANNEL

E. BOMBING ALTITUDES:

4 WGS: 24,000 FEET

13B WG: 21,000 FEET

13A AND 45 WGS: 15,000 FEET OR BELOW BASE OF MIDDLE CLOUDS.

92 AND 93 WGS: 14,000 FEET OR BELOW BASE OF MIDDLE CLOUDS.

MINIMUM ALTITUDE FOR ALL WGS EXCEPT 13B AND 4 WGS: 12,000 FT

3. A. WING ORDER AND STRENGTH.

4A WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

4B WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

13A WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

45A WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

45B WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

13B WG : 2 X 18 A/C (3 PFF A/C ATTACHED)

92 WG : 3 X 12 A/C

93A WG : 3 X 12 A/C

93B WG : 3 X 12 A/C

X. (1) ZERO HOUR: 0700 D.B.S.T. 11 MAY 44.

(2) BOMB LOAD:

4 WGS : EACH A/C : MAX LOAD 250 OR 300 LB G.P. 1/10, 1/40.

13 WGS : EACH A/C : MAX LOAD 250 OR 300 LB G.P. 1/10, 1/40.

45 WGS : EACH A/C : 2 X 2000 LB G.P. 1/10, NON DELAY.

92 WG : EACH A/C : MAX LOAD 250(00 LB G.P. 1/10, 1/40.

93A WG : EACH A/C : MAX LOAD 250 OR 300 LB G.P. 1/10, 1/40.

93B WG : EACH A/C : MAX LOAD FRAGMENTATION BOMBS.

(3) INTERVALOMETER SETTINGS: 45 WGS : SALVO.

ALL OTHER WGS: 50 FT.

(4) SECONDARIES AND LAST RESORT WILL NOT BE ATTACKED IF IN, OR NEAR TO A BUILT-UP AREA, AND MUST BE POSITIVELY IDENTIFIED AND VISUALLY SIGHTED BEFORE BOMBS DROPPED.

(5) REFERENCE BASE ALT: 18,000 FT.

(6) CODE WORD AT I.P.: VISUAL BOMBING: "RED FLARE"
OVERCAST BOMBING: "YELLOW FLARE"

(7) SPARES RETURN AT MID-CHANNEL.

(8) DISPOSITION OF PFF A/C:

4A WG 3 A/C FROM 333 SQDN.

4B WG 3 A/C FROM 333 SQDN.

13A WG 3 A/C FROM 413 SQDN.

13B WG 3 A/C FROM 413 SQDN.

45A WG 3 A/C FROM 413 SQDN.

45B WG 3 A/C FROM 413 SQDN.

(9) TARGETS 21/A/1 AND 21/A/2 WILL BE BOMBED VISUALLY ONLY.
OTHER PRIMARY TARGETS VISUALLY OR BY OVERCAST TECHNIQUE

(10) ALL BOMBING WILL BE DONE IN GROUP FORMATION.

(11) TWO A/C PER 18 SHIP GROUPS, EXCEPT GROUPS OF 45 WGS, WILL CARRY LONG DELAYED FUSED BOMBS. ONE A/C PER 12 SHIP GROUPS WILL CARRY LONG DELAYED FUSED BOMBS.

(12) SECOND BOMB RUNS ARE AUTHORIZED FOR ALL WGS, EXCEPT NORMAL: COME WGS WESTWARD COPIES OF FIELD ORDERS TO THIS HEAD-QUARTERS.

5. COMMUNICATIONS:

- A. SPLASHER BEACONS: NORMAL.
- B. MF D/F "N"
- C. GEE: EASTERN WYOMING AND SOUTHERN UTAH
- D. AUTHENTICATORS: W/T: LETTER "Z", VHF:- "STALEMATE"
- E. VHF RECALL CODE PHRASE: "ALL-AMERICAN TEAM"
- F. VHF BOMBER FIGHTERS: 8TH USAF FIGHTERS: AMERICAN FIGHTER

G. VHF BOMFIGHTER CALLSIGNS:

BOMBERS: VINEGROVE THREE
FIGHTERS: BALANCE THREE
GROUND SECTOR: COLGATE

H. VHF RELAY A/C 13 WG TO FLY IN AREA 5200N-0000, 17,000 FEET. R/T CALLSIGN "ARROWSWIFT RELAY"

I. TARGET WEATHER AIRCRAFT ON CHANNEL "B" TO PASS TARGET WEATHER INFORMATION TO WINGS. WEATHER A/C R/T CALLSIGN "MAYPOLE THREE" COLLECTIVE CALLSIGN OF ALL THIRD DIVISION A/C:- "HIGHROAD". VHF AIRCRAFT RELAY WILL PASS ALL WEATHER GIVEN BY "MAYPOLE THREE" TO THIRD DIVISION. WING LEADERS CALLSIGNS ONLY ARE TO BE USED IN CONTACTING THIS AIRCRAFT OVER THE DIVISION VHF CHANNEL. THIS CHANNEL TO BE GUARDED CONTINUOUSLY IN ACCORDANCE WITH PROCEDURE.

J. STRIKE REPORTS ARE TO BE SENT TO COMBAT WING HEADQUARTERS HF D/F STATIONS BY THE GROUP LEADERS. THESE REPORTS TO BE TELEPHONED TO THIRD DIVISION CONTROLLER. WING LEADERS ONLY WILL REPORT OVER DIVISION VHF CHANNEL "B" TO DIVISION, FOR BOTH STRIKE AND POSITION REPORTS.

K. RCM

- (1) CARPET: NORMAL
- (2) WINDOW:

ALL A/C 4A WG AND LEAD GP 4B WG: 258 UNITS STARTING UNIKWNUTES BEFORE TARGET FOR TWELVE MINUTES
ALL A/C LEAD GP 13B WG: 264 UNITS STARTING NINE MINUTES BEFORE TARGET FOR ELEVEN MINUTES.

L. IFF WILL NOT BE TURNED ON AT ANY TIME EXCEPT BY A/C ACTUALLY IN DISTRESS.

-- LE MAY --

UNDER 3. X. (1) CWA 11 JUNE

FROM OITHE 11/0025B
TO USLIST SB-SC
OIPNT
OIKMI
OIBMP

0116
11 June
E 28

SECRET 3 B.D. U-114-E

ANNEX NO. 1 TO 3 B.D. FIELD ORDER 262

1. A. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT

EIGHTH FIGHTER COMMAND WILL:

- (1) SUPPORT HEAVY BOMBER OPERATIONS
- (2) CONDUCT OFFENSIVE PATROLS TO DESTROY AND INTERCEPT ENEMY LINES OF COMMUNICATION AND ENEMY MOVEMENT
- (3) ATTACK AND CUT THE FOLLOWING RAILWAY LINES: RAIL ROUTES FOR FIGHTER/BOMBER INTERDICTION.

SOUTH-NORTH ROUTES SOUTH OF LINE RENNES-
LE MONS-CHARTRES
NORTH OF LINE RENNES - LE MONS - CHARTRES
ROUTES WESTWARDS FROM PARIS

- (4) PROVIDE SPOTTERS TO OBSERVE BOMBING RESULTS ON ALL HEAVY BOMBER TARGETS.

2. A. TARGETS

PRIMARY

DELETE TGTS Z-535 AND Z-422

B. ROUTES (CORRECTIONS AND LATEST TIMINGS)

(1) 45A WG	
PORTLAND BILL (15,000) (C.P. "1")	ZERO HOUR
4930-0310W	ZERO PLUS 20
4853-0305W ((I.P.))	ZERO PLUS 30
TARGET	ZERO PLUS 53
4825-0122 (R.P.)	ZERO PLUS 57
4825-0210	ZERO PLUS 71
4930-0310W (START DESCENT TO MIN ALT)	ZERO PLUS 112
PORTLAND BILL	ZERO PLUS 141
BASES	

L

TIMINGS FOR 45A WG: 45B WG ADD 3 MINS

(2) 13B WG	
PORTLAND BILL (21,000) (CP "1")	ZERO PLUS 6
4930-0310W	ZERO PLUS 25
4853-0305W (I.P.)	ZERO PLUS 34
TARGET	ZERO PLUS 45
4825-0210 (R.P.)	ZERO PLUS 48
4930-0310W (START DESCENT TO MIN ALT)	ZERO PLUS 89
PORTLAND BILL	ZERO PLUS 117
BASES	

(3) 92 WG	
SELSEY BILL (17,000) (CP "1")	ZERO HOUR
4940-0040W (CP "2")	ZERO PLUS 16
4918-0008W (I.P.)	ZERO PLUS 24
TARGET	ZERO PLUS 32
4930-0009W (R.P.)	ZERO PLUS 35

4836-0040	ZERO PLUS 44
4841-0151W	ZERO PLUS 64
4930-0310W (START DESCENT TO MIN AL)	ZERO PLUS 98
PORTLAND BILL	ZERO PLUS 125
BASES	

(4) 93 WG	
SELSEY BILL (17,000) (CP "1")	ZERO PLUS 3
4940-0040W (CP "2")	ZERO PLUS 19
4907-0105W (I.P.)	ZERO PLUS 29
TGT	ZERO PLUS 36
4836-0040W (R.P.)	ZERO PLUS 39
4841-0151W	ZERO PLUS 59
4930-0310W (START DESCENT TO MIN ALT)	ZERO PLUS 93
PORTLAND BILL	ZERO PLUS 120
BASES	

TIMINGS FOR 93A WG: 93B WG ADD 3 MIN

E. BOMBING ALTITUDES

92 AND 93 WGS (CORRECT TO READ): 17,000 FT OR BELOW
BASE OF MIDDLE CLOUDS

3. X. (13) 13A AND 4 WGS WILL STAND BY FOR NEW TARGET ASSIGNMENTS

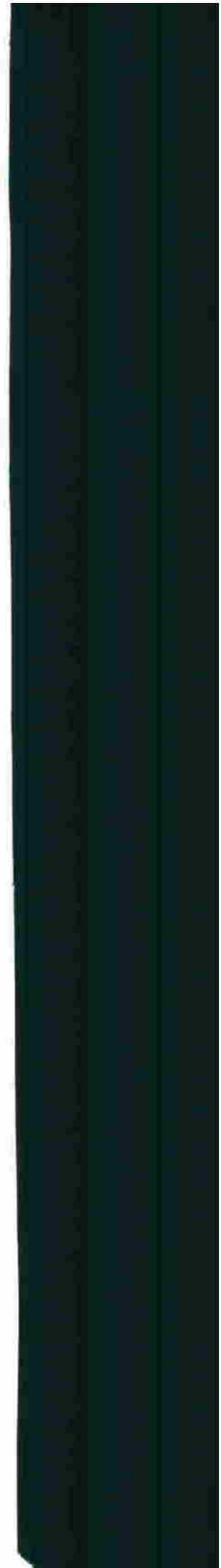
(14) A MOSQUITO A/C, CALL SIGN "MAYPOLE THREE",
DESIGNATED "TARGET WEATHER A/C" WILL BE IN THE
TARGET AREA PRIOR TO THE ARRIVAL OF THE BOMBER
FORCE. THIS A/C WILL PROCEED BOMBERS ALONG GENERAL
DIVISION ASSEMBLY ROUTES PASSING WETHER
CONDITIONS IF OTHER THAN FORCAST. A/C WILL THEN
PROCEED TO WG TARGET AREAS IN THE FOLLOWING ORDER:
92, 93, 45, 13 AND 4 WGS REPORTING TARGET CONDITIONS
TO WG AIR LEADERS

(15) 8 A.F. MEMO NO 115-3 JUNE 4, 1944
LONG DELAY FUSED BOMBS WILL NOT BE RETURNED
TO VETTISONED AT 5030-0300W.
FOR SECURITY REASONS CREWS WILL BE BRIEFED NOT
TO MENTION LONG DELAY FUSES OVER VHF

(16) IF VISUAL BOMBING CAN BE EXECUTED, 13B AND 45 WGS
WILL MAKE SECOND RUNS AS DRIFT ON BRIEFED COURSE
WILL BE EXCESSIVE. WGS WILL SELECT I.P.'S AS
DESIRED.

---LE MAY---

AS FOR CHECK
CC 3.X.(14) WA PASSING WEATHER IMI WEATHER
~~XXXXXXXXXXXXXXXXXX~~
TOD 11/0110B AGF BBB
STAND BY FOR ANNEX



FROM OITHE 11/0135B
TO USLIST SB-SC
OIPNT
OIKHI
OIBMP

*add 9
11 June
EJG*

SECRET 3 B.D. U-116-E

ANNEX NO. 2 TO 3 B.D. FIELD ORDER 262

1. B. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT (ADD)
ONE GP P-51'S, BALANCE 3-1, WILL OBSERVE
BOMBING RESULTS ON TGTS 21/A/2 AND 21/A/1.

ONE GP P-47'S, BALANCE 3-2 WILL OBSERVE BOMBING
RESULTS ON TGTS 2-362 AND 20/B/7

EACH GP LEADER WILL CALL OBSERVING FIGHTERS
AT TIME OF BOMB RELEASE

13A AND 4 WGS WILL RECEIVE AREA SUPPORT.
CALLSIGN BALANCE.

2. A. TARGETS

PRIMARY: (ADD)

4/E/25

4/J/325

4/J/334

4A WG

4B WG

13A WG

D. ROUTES

(5) 13A WG
SPLASHER 8 (25,000)
DUNGENNESS (CP 1)
TGTS
RIGHT TURN TO
BEACHY HEAD
BASE

ZERO MINUS 5

ZERO HOUR

ZERO PLUS 8

ZERO PLUS 36

TIMINGS FOR 13A WG: 4B WG ADD 6 MIN : 4A WG
ADD 12 MIN

E. BOMBING ALTITUDES:

13A AND 4 WGS: 25,000 FEET

3. X. (3) INK INTERVALOMETER SETTING: 45, 13A, 4 WGS: SALVEXXX SALVO
ALL OTHER WGS: 50 FT

(12) SECOND BOMB RUNS ARE AUTHORIZED FOR ALL WGS

5. COMMUNICATIONS

K. (2) WINDOW:

ALL A/C 4A WG AND LEAD GRS 4B 13A WGS: 240
UNITS STARTING SEVEN MINUTES BEFORE THE TARGET
FOR TEN MINUTES

---LE MAY---

USLIST SB-SC V OITHE NR 5 -P-

FROM OITHE 10/2120B
TO USLIST SB-SC

SECRET 3 B.D. U-111-E.

ADVANCE INTELLIGENCE ANNEX TO 3BD F.O. 262.

NOTE:

----- TACTICAL REPORTING WILL BE EMPLOYED FOR THIS MISSION WITH TIME LIMITS OF 45 MINUTES AND 2 HOURS AND 45 MINUTES FOR IMMEDIATE ACTION AND FINAL REPORTS RESPECTIVELY.

Z 362, Z- 422, Z 535, 21/A/1, 21/A/2

ASSIGNMENT OF THESE AIRFIELDS REPRESENTS THE EARLY STAGES OF WHAT WILL DEVELOP INTO A LARGE SCALE EFFORT BY THE 8TH AIR FORCE AGAINST OPERATIONAL BASES OF THE LUFTWAFFE WITHIN THE GENERAL AREA OF OUR GROUND FORCES. THE OBJECT OF THESE ATTACKS WILL NO LONGER BE TO DESTROY THE INSTALLATIONS OF THE FIELD, BUT WILL BE DESIGNED TO PIT THE FIELDS WITH BOMB CRATERS AND TO RENDER RUNWAYS AND LANDING GROUND UNSERVICEABLE.

20/B/7

THIS TARGET IS AN IMPORTANT COMMUNICATION LINK BETWEEN THE GERMAN FORCES IN THE BREST PENINSULA AND THE ASSAULT AREA. IT IS LOCATED ON THE MAIN TRUNK LINE THAT IS THE MOST DIRECT ROUTE FROM BREST TO THE BEACH HEAD AREA.

FLAK

Z 362

TARGET IS DEFENDED BY FOUR HEAVY GUNS. THE CHANNEL ISLANDS AND ST BRIEUC SHOULD BE AVOIDED.

EL

Z 422

TARGET IS BELIEVED TO BE UNDEFENDED, HOWEVER, THERE ARE SIX HEAVY GUN EMPLACEMENTS UNDER CONSTRUCTION IN TARGET AREA.

Z 535

BREST SHOULD BE AVOIDED ON COURSE IN AND OUT. THERE ARE 90 GUNS IN TARGET AREA AND LESS THAN HALF OF THESE GUNS WILL BE ABLE TO FIRE ON BRIEFED COURSE THRU TARGET AREA. IT IS BETTER TO TAKE THE FOUR GUN BATTERY ON GROIX ISLAND THAN TO GET INTO THE STRONG DEFENSES SOUTHEAST AND EAST OF THE TARGET.

20/B/7

THERE ARE NO KNOWN DEFENSES AT THIS TARGET. THE BATTERIES AT ST MALO AND GRANVILLE SHOULD BE AVOIDED.

21/A/1

THERE ARE NO KNOWN DEFENSES IN TARGET AREA. CONDE, TO LEFT OF COURSE, BETWEEN IP AND TARGET, HAS BEEN REPORTED BY 1ST DIVISION AS DEFENDED. GRANVILLE AND ST MALO SHOULD BE AVOIDED ON COURSE BACK.

21/A/2

THIS TARGET IS BELIEVED TO BE UNDEFENDED. HOWEVER, 1ST DIVISION HAS REPORTED HEAVY FLAK FROM A BATTERY IN THE VICINITY OF CONDE, WHICH IS JUST NORTH OF TARGET. GRANVILLE AND ST MALO SHOULD BE AVOIDED ON COURSE BACK.

TENTATIVE ROUTES

92 C.W.

SELSEY BILL
4940-0040W
4850-0053W
TARGET (21/A/1)
4833-0000
4836-0040W
4841-0151W
4930-0310W
PORTLAND BILL

4 C.W.

SPLASHER 15
LANDS END
4820-0503W
4803-0445W
TARGET (BUNOOL
4730-0327W
4730-0355W
START POINT

13 C.W.

SPLASHER 15
LAND ENDS
Z-422
4835-0333W
PORTLAND BILL

93 C.W.

SELSEY BILL
4940-0040W
4907-0105W
TARGET (21/A/2)
4836-0040W
4841-0151W
4930-0310W
PORTLAND BILL

45 C.W.

SPLASHER 15
START POINT
4853-0305W
TARGET (20/B/7)
4825-0122W
4825-0210W
4930-0310W
PORTLAND BILL

13B WG

SPLASHER 15
START POINT
4853-0305W
Z-362 (TGT)
4825-0210W
4930-0310W
PORTLAND BILL

NOTE: THERE WILL BE NO ASSIGNED SECONDARY OR LAST RESORT TARGETS.

AS FOR CHECK:

CC 2ND PARA 2ND LINE LAST WORD AGAINST.

CC 3RD PARA FIRST LINE GERMAN.

CC IN 20/B/7 WA AND GRANVILLE

TOD: 10/2150B MEP AR
Q FOR K WITH R

THIS PAGE DECLASSIFIED IAW EO12958

USLIST SB-SC V OME NR 1 -p-

FROM OITHE 10/2345B
TO USLIST SB-SC
SECRET 3 B.D. U-113-E

INTELLIGENCE ANNEX TO 3 B.D. F.O. 262

FLAK:
TARGET Z 939

DUE TO CHANGE IN ROUTE, PREVIOUS INFORMATION PASSED OUT ON THE GUNS THAT CAN ENGAGE AND COURSE AWAY FROM TARGET AFTER BOMBING, SHOULD BE CANCELLED. WITH THE NEW APPROACH, THE BEST COURSE OUT AFTER BOMBING WILL BE TO THE NORTHWEST. ST, BRIEUC AND THE BATTERY AT 4812N 0300W SHOULD BE AVOIDED.

---LE MAY---

AS
TOD 11/0030B AGF BB

STAND BY FOR ANNEX

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USLIST SB-SC V OITHE NR 8 -P-

FROM OITHE 11/0125B
TO USLIST SB-SC
SECRET 3 B.D. U-115-E

SECOND INTELLIGENCE ANNEX TO 3 B.D. F.O. 262

4/J/334
4/J/325
4/E/25

EXCELLENT OBLIQUE PHOTOS OF THESE TARGETS ARE BEING DISTRIBUTED
BY SPECIAL COURIER TONIGHT.

FLAK:

REFER TO 3 B.D. F.O. 261 ON THESE TARGETS

---LE MAY---

AS FOR CHECK
CC WA EXCELLENT OBLIQUE
TOD 11/0130B AGF BBB
STAND BY FOR ANNEX

*Shown to
Lt. Col. Bennett
agmt*

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FRA
OIBSE
OISNT
OISGB
OIMAM

SECRET 13 CBW U 36E

13 CBW FIELD ORDER 262

1.

2. A. THIS WING ATTACKS PURSUANT TO 3 B.D. FIELD ORDER 262

B. 13 B WING

TARGET B 2- 362

MPI 037032/5

390A, 390B GPS.

C. 13 B WING

ANDOVER (5113-0129W)

ZERO MINUS 16

SPLASHER 13

ZERO MINUS 1

TIMINGS ARE FOR 390A GR., 390B GP. ADD 3 MINUTES.

3. A. 13 B WING

390A GP. KEADS 16 A/C PLUS 2 PFF A/C PLUS 2 SPARE A/C

390B GP. 2ND 17 A/C PLUS 1 PFF A/C PLUS 2 SPARE A/C

X. 1. FUEL LOAD 2300 GALS.

2. BOMB LOAD MAXIMUM 250 OR 300 GP 1/10 1/40

3. WEATHER A/C 100 GP. - TO BE AT ASSEMBLY ALTITUDE
ONE HOUR PRIOR TO GROUP TAKEOFF.

4.

5. (1) FLARES

390A- R

390B - G

(2) LEADERS

MAJ. DAVIS

CAPT

PERRY

(3) R/T CALL SIGNS

FIREBALL BAKER

FIREBALL BLUE

----- COBATWIG 13 -----

AS

CC

2. C. 13 B WING

KNBYWKRX ANDOVER (5113 - 0129W) 21000

ZERO MINUS 16

TOD 11/ 0030B IID AR

STATIONS Q FO R

OMVTAS R.....11/0025B BALL AR

OIBSE
OISNT
OISGB
OIMAM

SECRET 13 CBW U 37 E

ANNEX 1 ~~XX~~ TO 13 CBW FIELD ORDER 262

2. B2 13A WING
TARGET A - 4/J/ 334 100 GP., 95 GP.

C2 13A WING
SPLASHER 8 25000 FT. ZERO MINUS 5
DUNCENESS ZERO HOUR
TIMINGS FOR 100 GP., 95 GP. ADD 3 MINUTES.

3. B. 13A WING
100 GP. LEADS 16 A/C PLUS 2 PFF A/C PLUS 2 SPARE A/C.
95 GP. 2ND 17 A/C PLUS 1 PFF A/C PLUS 2 SPARE A/C.

X.4. 13A WING TRAIN INTERVAL - SALVO

5. A (1) FLARES	(2) LEADERS	(3) R/T CALL SIGNS
100 - GG	LTI COL. BENNETT	FIREBALL ABLE
95 - Y	CAPT. BACHMANN	FIREBALL RED

CHANGE 390B GP. FLARE COLORS TO YG REPEAT YG.

AS

TOD 11/0155B IID AR

STATIONS Q FOR R

TAS R11/0200B BALL AR

